Cleveland

Cleveland Chamber of commerce. Manufacturers and wholesale merchants board
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CLEVELAND

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MANUFACTURERS AND WHOLESALE MERCHANTS BOARD

OF

THE CLEVELAND CHAMBER OF COMMERCE

[Cleveland]
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DEDICATED TO
AMERICA'S ALLIES IN THE
GREAT WAR

Chamber of Commerce Building, Cleveland

Foreword

To Our Allies and Friends:

This book is presented to you by a representative of a special mission from the Manufacturers and Wholesale Merchants Board of the Cleveland Chamber of Commerce. It is planned to acquaint you more intimately with that great industrial and commercial city which we of Cleveland are proud to call home.

Cleveland has long been a cosmopolitan among American cities, both by the nature of its citizenship, gathered as it is from the four corners of the earth, and by the broad outlook of its citizenship as well. Cleveland never has been insular or isolated.

And so, when war engulfed the old world, Cleveland, in the heart of the new, and typifying, as perhaps few other American cities, the spirit of liberty and democracy, was quick to make common cause with the nations which were upholding these principles against the black legions of tyranny.

Now that the war is over and the problems of reconstruction are before the world, Cleveland wishes to be among the first of American cities to make common cause with her allies and friends in the solution of these common problems. The mission of this Chamber of Commerce committee is to learn, as well as it may be able, how best these things may be accomplished.

Just as society has grown strong through the interdependence of individuals, so the world must grow strong through the interdependence of nations; and the nation which considers itself self-sufficient must confess itself weak. Americans everywhere realize a new

world relationship and world kinship as a result of the war. The sea stretching between the two continents is proved to be no longer a barrier. America is ready and eager to take her place in world affairs.

But America chiefly desires that this position be one wholly of good will and friendship. And so this Chamber of Commerce committee comes in the spirit of America on a mission of friendship—not in greed or covetousness or self-seeking, but in an attitude of helpfulness in its new relationship with its sister nations.

Cleveland is proud to be among the first to bear this message across the sea. What Cleveland can do toward the realization of these conceptions of a new relationship shall be done.

A War Time Parade on the Streets of Cleveland

Cleveland Today—Reasons for Its Progress

CLEVELAND, Sixth City of the United States, is in the very center of things American. One-half the population of the United States and Canada lives within 500 miles of it. More than half the manufactures of the continent lie within the same radius.

And 121 years ago the site was a wilderness. The first settler wrote hopefully to his employers in the East that, under favorable conditions, the village which bore his name might one day rival in importance Windham, in the state of Connecticut, which had then some 1,400 inhabitants. Windham has increased in size ten-fold in twelve decades—and Cleveland has nearly 1,000,000 people.

But there is no element of chance in city growth. The hands that framed the hills and marked the water courses determined where men should come together by the thousands, where busy towns should prosper and villages decay. When the land was made it was ordained that Cleveland should thrive.

Even as sea-borne commerce follows the trade winds and the great ocean currents, so the trade that goes by land must follow water courses and their easy grades. And where the water grade and the blue water come together, there cities have to be. Lake Erie, and the easiest of land communication with the coal fields and the limestone of Ohio, West Virginia and Pennsylvania, are the two chief elements in Cleveland's growth.

Cleveland is an easy city to reach, with travel facilities unequalled on the continent. It can be reached overnight from the Atlantic seaboard or the Mississippi river.

Famous Euclid Avenue, Cleveland, Looking East from Square

It has ninety passenger trains daily, and steamship lines, up and down the Great Lakes, discharge their passengers at magnificent, municipally-owned piers. Every Eastern trunk line in the nation enters Cleveland with its freight and passenger tracks. The Great Lakes provide the greatest system of inland waterways in the world.

Some cities grow because they have the only good harbors on inhospitable coasts, and others because they are natural railway centers. Abundance of raw materials ready to hand may stimulate the development of another, and the quality of its citizenship may make a fourth community deserve prosperity. Cleveland has not the only good harbor of Lake Erie's south shore, but it does enjoy other advantages which have literally compelled increase in population.

The Great Lakes provide the cheapest of freight highways. Water-borne freight from the lakes and land-borne freight from a rich mining and agricultural territory meet naturally at this one point.

Ohio is a great producer of limestone. Ohio and West Virginia produce enormous quantities of coal and so does Pennsylvania. At the head of Lake Superior are the greatest iron ore deposits in the world. Where iron ore and coal and limestone come together there iron and steel may be produced more cheaply than in any other place. Moreover, the coal which comes by train from the Southeast supplies the ore-ships from the Northwest with needed return cargoes, and Cleveland profits both coming and going.

Because of this Cleveland outranks all other American cities in the production of steel ships, of wire and wire nails, bolts and nuts, heavy machinery, vapor stoves,

University Circle Showing Western Reserve University and Case School of Applied Science, Cleveland

electric carbons, malleable castings, telescopes, printing machinery, electric appliances and accessories of every sort. Because of the dense population of its tributary territory it is within easy reach of great markets with steady buying power, and its possibilities for the future are practically without limit.

Cleveland has room to grow. The Cuyahoga river supplies an excellent natural harbor, a waterway to great steel plants in its upper valley. The industrial development of the lakefront, behind a great breakwater more than six miles long, has included the erection of scores of manufacturing plants along the railroads which skirt the shore.

The city spreads out, fan-wise, from the river mouth and the rich farm lands of Northern Ohio afford space for the greatest of cities. There are almost 1,000,000 inhabitants now, and transportation plans for the future, drafted by government engineers and approved by the railroads contemplate the accommodation of the travel and traffic of 3,500,000 people. Already Cleveland stretches for seventeen miles along the water front, covers fifty-three square miles of territory, and boasts the most diversified industries of any city on the continent.

Steel leads in Cleveland industry. More capital is invested in it; it consumes more raw material; its finished product is more valuable than anything else that Cleveland makes. The Lake Superior district supplies the bulk of the nation's ore. The Cleveland district takes the bulk of Lake Superior's ore.

The Cleveland district is the greatest ship-building center in the world, the Clyde alone excepted. Three hundred and two vessels are registered from it, including six barges and twenty-nine sailing vessels, with a gross tonnage of more than 1,000,000

United States Post Office and Federal Building, Cleveland

tons. Four out of five freight boats which ply the Great Lakes are owned or controlled in Cleveland. In the ore, coal, and grain trades, more than 450 bulk freighters are employed, and such steamers are built in Cleveland by the dozen. The bulk freighter averages 600 feet in length and has a capacity of 10,000 to 12,000 tons. Construction is standardized to a marked degree, and is characterized by phenomenal speed.

Because of its location, Cleveland enjoys high rank in the production of automobiles, aluminum, brass castings, nuts and bolts, wire and wire springs, fence and nails, tacks, tools, machine tools, incandescent lamps and dry batteries, hoisting and conveying machinery, screws, stoves for oil, gas and coal, steel ships, metal stampings and hardware of every kind.

Cleveland leads all other American cities in the production of things electrical. More than 90 percent of high-candle power incandescents are produced in Cleveland plants.

The inventor of the arc lamp was a Clevelander. Cleveland was the first city to adopt electrical street lighting. It is today the center of illuminating science for the world. It is, moreover, the leader in the production of automobile batteries, generators, vacuum cleaners, electric fans, electric trucks, electric cranes and electrically driven machinery of every kind.

Ten recognized leaders among motor cars are built here, as well as electrically driven cars of the best type. No other city in the world has so great an automobile accessory business. Cleveland produces more automobile, wagon and carriage springs than any other city. It is without a rival in the making of automobile storage batteries,

Great Lakes Ships in Cleveland's Inner Harbor.

motor cylinders, rims and tubing, frames, axles, bearings, fittings of every kind, bodies, carburetors, crankshafts, motors, wheels, forgings, stampings and castings. Of every dollar that goes to the making of automobiles in America thirty cents is spent in Cleveland.

Cleveland holds second place among American cities in the manufacture of women's outer garments. Its eight woolen mills produce annually cloth sufficient for 2,000,000 suits. Its blanket and knitting mills are among the largest in the country, and their contributions in war time were of enormous value. As a dry goods market it is surpassed only by New York, Chicago, and St. Louis.

Cleveland is the hardware center for the nation, in manufacturing and jobbing, and one of the greatest paint and varnish centers. It boasts the largest paint factory in the world, and its paint salesmen, like its hardware salesmen, its automobile salesmen, and its buyers in every line, invade every market in the world.

Cleveland is also the paving brick center for the nation. With its municipal suburbs it has more than six hundred miles of brick pavement. Its immediately tributary territory is famed as the best paved rural district in the world.

This growth is one of sixty years. When the Crimean war began Cleveland had less than 20,000 inhabitants, and its sole activities, aside from wholesale and retail business, were shipping and ship-building. It was the fortieth city in the United States then. In 1910 but five American cities were larger, and every one of them was among the first eight cities of the nation when the Crimean war ended. Government estimates for the current year place Cleveland in fourth place.

In 1853 the only manufacturing establishments regarded as worth listing were

A Summer Day at Gordon Park Bathing Beach, Cleveland

one copper smelting mill, one rolling mill, and one car factory. In 1918 the listed manufactories exceeded 3,000, and the capital therein invested had passed the $500,000,000 mark. Salaries and wages exceeded $150,000,000 annually, and the cost of materials used approached $300,000,000. The average number of wage earners employed during the year exceeded 270,000. Federal census reports numbered among its industries such plants as these:— Automobiles and automobile bodies and parts, boxes, fancy and paper, brass and bronze products, bread and bakery products, brick and tile, cars and shop construction and repair by steam railroad companies, chemicals, clothing for both sexes, confectionery, cooperage, copper, tin and sheet iron, cutlery and machine tools, electrical machinery, apparatus and supplies, foundry and machine shop products, furniture and refrigerators, gas and electric fixtures, lamps and reflectors, hosiery and knit goods, iron and steel, steel works and rolling mills, leather and leather goods, malt liquors, lumber and timber products of every kind, millinery and lace goods, paint and varnish, patent medicines and compounds, and druggists' preparations, printing and publishing, slaughtering and meat packing, stoves and furnaces, for gas, oil and coal, tobacco.

Despite its astonishing growth in population and in industrial importance Cleveland has never known a "boom", or suffered because of one. It has been conservative in the annexation of contiguous territory, and the steadiness of its development is proof enough that such development was deserved and natural.

Financially Cleveland ranks as high as industrially. With less than 1 per cent. of the population of the United States it has 4 per cent. of the entire savings bank deposits of the nation. It is fourth in financial importance of American cities.

Great High Level Bridge, Connecting East and West Sides of Cleveland

Like every great American city Cleveland is truly cosmopolitan. Twenty-six several nationalities from overseas are reckoned among its inhabitants, and their numbers far exceed those of the native American stock. Under some circumstances a heterogeneous population such as this might prove a misfortune, but not there.

Cleveland is essentially a city of homes, the percentage of residences owned by occupants being 35.2 per cent. at the last federal census, a higher proportion than any other large American city could show. It is a healthful city, boasting the lowest death rate of any large American community—one which has never exceeded 15.7 per thousand inhabitants. It is a comfortable city to live in, summer and winter, its climate being tempered by Lake Erie.

Cleveland has 53 square miles of territory, 600 miles of pavement, 400 miles of street railway trackage. It has sixteen parks with an acreage of 2,420, and never a "Keep Off The Grass" sign in any one of them.

The parks are, indeed, the city's playgrounds and dancing pavilions, bathing beaches, skating rinks, baseball and football fields and golf links are always open to the public. Moreover the city maintains no less than twenty municipal playgrounds, each in charge of a competent director.

Cleveland has 110 grade schools and twelve high schools—three of them technical, as well as fifty-seven parochial schools. It is the seat of one technical school, a university and a Jesuit college. Its public library system maintains forty-six branches and 590 distribution agencies, and has the best record in volume circulation per capita of any public library in America.

The Cleveland Museum of Art

Cleveland lies on the south shore of Lake Erie, 584 miles west of New York, at an altitude of 575 feet above sea level. It is the northern terminus of the old Ohio canal, now abandoned, but at one time a great commercial waterway between the Great Lakes and the Ohio and Mississippi valleys, and its inner and outer harbors, developed largely by Federal appropriations, will accommodate almost any fleet.

Lake steamers, largely because of the necessity for entering river harbors, are seldom of more than 24 feet draught, but familiarity with the waters in which they ply, and the fact that lake waves are neither high nor long, has made unnecessary such frequent bulkheading as ocean-going craft require, and cargo space is correspondingly increased. These steamers ply the lakes from April to December, laden with coal and grain and ore, on schedule figured almost as closely as those of trains.

Cleveland, by passenger boat, is only a night's ride from Buffalo or Detroit. By rail it is only a night from New York, Chicago, Washington or Philadelphia. Thanks to the Welland Canal around Niagara Falls and to the Canadian canals of the lower St. Lawrence, its harbor is open to the smaller ocean-going steamships. During the war, indeed, scores of lake steamers have gone out to the Atlantic to assist in the carrying of men and munitions, while scores more have been cut in two, bulkheaded and towed out in sections to pass through the canals. At tide-water they were put together again for ocean service.

Cleveland's trade of this nature is hardly developed as yet, but the lengthening of canal locks at Niagara and along the St. Lawrence will make possible the passage of larger vessels to the ocean. For slow freight, at least, the city is sure to become a

Recent Business Development on Upper Euclid Avenue

real ocean port. The great barge canal across New York State already provides a waterway to the coast.

Seven trunk line railways have terminals in Cleveland, and plans are already far advanced for the creation of a joint passenger station which shall accommodate not only every steam passenger train which enters the city, but every electric interurban car as well.

But elements other than the purely physical have entered into Cleveland's growth. Perhaps because of the high quality of its pioneer settlers, perhaps because the conditions of frontier life compelled a spirit of co-operation which has since endured, Cleveland has developed, and has profited by an ability for "team-play" which has proved invaluable.

Cleveland was the first American city to adopt electric lighting for its streets and the first to adopt the "daylight saving" plan evolved in the United Kingdom. It was the first to eliminate by legislation the horrors of July Fourth celebrations, and to put the honoring of Independence Day upon a sane basis. Cleveland was the first American city to use "pay-enter" street cars and to enforce a "skip-stop" system to speed up surface street car service. It was the first, too, of American municipalities to apply to a public service corporation that principle of municipal control and limited return upon investment which has been favorably received and widely copied elsewhere.

Like other American municipalities, Cleveland came late to the planning for its own future, but it has made astonishing strides in the last two decades. Its public buildings are being grouped, at a cost of some $20,000,000, on the bluff above the lake

Cuyahoga County Court House, Cleveland

and within a few blocks of the main retail district. In order to procure a desirable degree of uniformity throughout the suburbs which, one day, are expected to become part of the city, the co-operation of such suburbs has been obtained in regulating the plans for new highways and the laying out of new residence districts.

Through civic organizations the encouragement of good types of commercial buildings and factories has been much stimulated. The city's School of Art, meanwhile, is endeavoring, through its School of Design, to make the most of the artistic talent available and to develop, for the benefit of Cleveland manufacturers, the designers of the future.

Cleveland, indeed, is planning for the future, and for a great future at that. Its climate and its location, its natural advantages of every kind, combine to bring prosperity and growth. No city in America has gained so rapidly in size and in industrial importance. Few have more to offer to the world or to a civilization which is founded upon transportation and trade.

Cleveland is One of the Great Lumber Ports of the World. A Yard in the Inner Harbor

From Settlement to Metropolis

A Sketch of Cleveland's Beginnings

A CENTURY and a quarter ago, when France was torn by revolution and England had just begun to dream of world empire, impenetrable forests stretched from the Appalachians to the Mississippi and from the Gulf of Mexico to Hudson's Bay. Here and there were game trails which served the redmen of the woods. Occasionally the daring hunter might find some little clearing with its cabin and its patch of Indian corn, but the land was all a wilderness.

A group of good Connecticut folk had confidence in the West, and believed that, as the years passed, it might develop as their own section had within a century and a half. They bought a great tract of land along the south shore of Lake Erie, and in 1796 sent out General Moses Cleaveland and a party of surveyors to choose a town site.

General Cleaveland chose the mouth of the Cuyahoga river, confident that, despite a troublesome sand bar, a harbor might one day develop, and his helpers cleared a little tract of land.

The spot had been visited before. Great mounds of earth—tumuli—showed where that forgotten race known as the Mound Builders had lived in centuries gone. Relics might be found of Moravian missionaries and of those heroic French Jesuits who first brought the gospel to the Indians and civilization to the interior of the continent. White men and women, captives of the Indians, had been held there in the rude shelters

Cuyahoga River Valley, Cleveland. in 1850 — Taken from Scranton Hill

DARK SPACE SHOWS PORTION OF UNION STATION DEVELOPMENT

CLEVELAND'S PUBLIC SQUARE, ARMISTICE DAY, NOVEMBER 11, 1918

of the aborigines, and the story ran that these, a century before, the Iroquois had literally wiped out the nation of the Eries in a great battle.

The river mouth was known as Point au Pines to those who sailed the lakes in hand-hewn sloops. A British military expedition, bound to the relief of Detroit, had been wrecked there in 1764, and ten years later French traders and fur dealers had maintained a station for barter with the Indians for a few winters.

General Cleaveland and his party laid out their town site on the bluff above the river, before winter came and then withdrew eastward, leaving a single man, Job Stiles, and his wife to hold the settlement. The next spring the surveyors returned, with other families, and in the fall the first wheat was sown on the site of the present City Hall. Before that the settlers had been largely dependent upon the charity of the Indians.

A year later two grist mills were set up, one eastward along the lake and the other five miles back from the river mouth, on the trail which led to Ft. Duquesne (Pittsburgh). That winter smallpox almost wiped out the settlement, but in the spring, when new families came in from the East, the price of land, which is now worth $5,000 a foot front, had advanced to $12.50 an acre.

The village grew rapidly, but the settlers had always to fight against the encroaching wilderness. In 1802 travellers were attacked by wolves at what is now the busiest of the outlying business sections. In 1803 there were grievous Indian troubles in the district, and men went armed about their work.

In 1809 the settlers turned their attention to ship building, and two six-ton schooners were built and launched. The next year the first physician settled in the village.

Cleveland in 1853

January 23, 1814, Cleveland was incorporated, and municipal life really began. At first the town grew slowly. Its inhabitants were farmers or shipwrights or traders with the Indians, and the West had not struck its stride. In 1825, however, the sum of $5,000 was voted by Congress for the development of a harbor, and two years later the Ohio canal was completed as far as Akron, the "rubber city" of today, forty miles to the South.

The next year the first coal was brought in, but no practical use was found for it. In 1829 Cleveland had its first newspaper, and in 1831 its first theatrical performances—Shakespeare, of course.

About that time a real civic spirit began to manifest itself. In 1837 the city council borrowed $50,000 with which to build schools and municipal markets. The same year the town became a stronghold of those opposed to human slavery, and its citizens experienced difficulty with the Federal government as a result.

By 1841 Cleveland was a real town. It boasted then no less than fifty mercantile houses, which distributed their wares throughout the villages which had sprung up in the surrounding forest. There were factories, foundries, machine shops, three daily papers and five weeklies, a stone church, a brick church, a wooden church and two banks.

There was a Board of Trade in 1848, and it undertook to push Cleveland's trade and its community development. That board of trade, chartered by the State with twenty members, has now, as the Cleveland Chamber of Commerce, nearly 3,000 members, representing every industry within the city's tributary territory.

In 1851 the first railroad train entered Cleveland, coming from Columbus, capital of the state of Ohio, with 428 passengers, including the governor. The Cleveland

Where Great Ships Land Their Iron Cargoes. View of Ore Docks on the Lake Front, Cleveland

and Pittsburgh Railway was dedicated the same year, and this year also saw the first street lamps, burning sperm oil, and the laying of sawn stone sidewalks. Three years later Ohio City, a suburb on the west bank of the Cuyahoga, was annexed, and Cleveland's real development began.

Cleveland's first great industry was oil refining. The first petroleum refinery was erected in 1859, and five years later there were thirty refineries in the city. The Standard Oil Company, greatest of petroleum producers and dealers, was organized in Cleveland in 1870. In that year Cleveland handled more than one-third of the entire product of American oil fields.

Fuel has always been cheap in Cleveland. The opening of the Ohio Canal in 1832 made the transportation of coal cheap and easy, and developed commerce with territory to southward. In 1855 the first Sault Ste. Marie canal, opening Lake Superior to water traffic, was opened, and this made possible the development of that iron ore trade which is the key to the city's growth.

The growth itself is shown in these census figures:

YEAR	POPULATION	PER CENT OF INCREASE IN PREVIOUS DECADE	YEAR	POPULATION	PER CENT OF INCREASE IN PREVIOUS DECADE
1800	25	.....	1860	43,417	154.9
1810	300	.....	1870	92,829	113.8
1820	600	.....	1880	160,146	72.5
1830	1,075	.....	1890	261,353	63.2
1840	6,071	464.2	1900	381,768	46.1
1850	17,034	180.6	1910	560,663	46.9

1918 Est. 810,306

A Section of Upper Euclid Avenue, Cleveland

Its parks and its paving, its public buildings and its public spirit have kept pace with population. There seems every reason to believe that Cleveland is now the fourth city in the United States in population. In any event, Cleveland is a good city to live in, a community in the best sense of that word.

Lake Front Drive at Gordon Park, Cleveland

Cleveland Activities in the War

CLEVELAND'S contribution to the winning of the war was more than the contributions of its shops and factories and shipyards. Cleveland has given from the heart. Cleveland has raised for the United States government $352,700,000 in four Liberty Loans already floated and has absorbed a substantial amount of the great Anglo-French loan floated in America shortly before the United States became a participant in the world war. Its gifts to various forms of war relief exceed $17,000,000.

Of this last sum $4,600,000 was given outright to the American Red Cross in its great money raising compaign of 1917, and has gone for the relief of war sufferers in France and Belgium, in Italy and Serbia, and elsewhere as well as for the maintaining of hospitals and huts overseas. To this must be added $174,000 raised by Red Cross memberships in 1917 and $234,000 collected from the same source in 1918. In every instance the city's contributions have far exceeded its allotted quota.

Cleveland raised $2,400,000 for the Young Men's Christian association when, in the first year of the war, that organization undertook to finance its work for soldiers of the American and allied armies overseas. It contributed $75,000 toward the work of the Knights of Columbus, Catholic fraternal organization. It has given $200,000 to Jewish war relief work, and $26,000 more for the establishment of suitable social accommodations in American mobilization camps. Cleveland Lutherans have given $55,000 for the war work of their own sect.

British Tank Britannia Destroying Wooden Model on Public Square, Cleveland

Clevelanders of foreign birth or immediate foreign extraction have contributed largely to specialized relief work in stricken countries overseas. The Poles have raised $200,000, the Cecho-Slovaks $75,000 and the Italians $250,000 in addition to their respective subscriptions to government loans and their contributions to national relief agencies.

But Cleveland's greatest war giving was through the medium of its "Victory Chest". It was the first great city in the nation to pool its war relief giving, and to apportion the receipts of a single campaign among accredited agencies. In May, 1918, a thorough canvass of every home, every office, and every store and manufacturing establishment in Cleveland was made by selected workers, and a total of more than $9,000,000 was subscribed. This money has made possible the maintenance of the city's various social agencies, hard taxed by the strain of war, and has also enabled Cleveland to contribute more generously, in proportion to its population, to relief work overseas.

In the furnishing of the munitions which helped in the winning of the war Cleveland played a large part. One in five of Cleveland's residents bought government bonds to pay for such munitions. Three in five of Cleveland's workers were busy in munition plants.

Cleveland produced air plane fuselages and engines, air plane parts of every kind, shells and range-finders, fuses and hand-grenades, cartridges, belts and clips, gas and tanks, uniforms, tractors, and rifle stocks and many other necessities of modern warfare. It boasted the biggest howitzer plant in the land and the biggest fuse plant. It was the largest producer of 75 millimeter shells and of mounts for guns up to 16-inch

Fleet of War Trucks Passing Down One of the Principal Streets of Cleveland

calibre. It turned out many artillery tractors, shell forgings and large quantities of projectile steel.

Cleveland supplemented its work in government loan and in war relief campaigns by the most active support of the federal administration in the matters of food and fuel administration. Its food administration was ranked as the best in the state of Ohio. Its fuel administration undertook with success, despite universal shortage, to keep the war plants running. Cleveland's branch of the American Protective league, auxiliary to the United States department of justice, was complimented from Washington as the most effective in its work of eliminating espionage, and preventing evasion of the conscription acts.

Cleveland has sent 56,000 men to war, more than 20,000 of them by voluntary enlistment, and it is represented in every branch of the nation's military and naval services.

Cleveland was, moreover, a naval training station through which 10,000 sailors passed in twenty months, and went out fitted for service in the United States navy or in the national merchant marine. Its shipyards supplied the Emergency Fleet Corporation with many standardized steel ships, together with scores of regular lake freighters, and produced, also, nearly a dozen submarine chasers, crews for which were trained on lake vessels.

Christening Model of British Tank on Cleveland Public Square in War Time

VALUE OF CLEVELAND PRODUCTS

Value of products of Cleveland manufacturing establishments in selected industries, showing percentage of increase during the years 1909 to 1914 and 1904 to 1914.—(U. S. Census.)

This table is particularly interesting as showing the great diversity of Cleveland Industries.

INDUSTRY	Value of Products, 1914	Per-centage of In-crease 1909-1914	Per-centage of In-crease 1904-1914
All industries	$352,531,000	29.6	105.1
Automobiles, including bodies and parts	27,117,000	160.3	486.4
Boxes, fancy and paper	1,468,000	28.7	248.7
Brass and bronze products	2,359,000	*8.1	59.3
Bread and other bakery products	6,908,000	46.0	131.7
Brick and tile	1,023,000	33.0	195.7
Cars and general shop construction and repairs by steam railroad companies	4,958,000	141.1	194.9
Chemicals	3,130,000	67.7	130.0
Clothing, men's, including shirts	9,546,000	60.4	220.4
Clothing, women's	16,243,000	27.0	118.7
Confectionery	4,965,000	74.1	189.5
Cooperage and wooden goods not elsewhere specified	855,000	20.8	118.1
Copper, tin and sheet iron products	3,865,000	30.3	433.8
Cutlery and tools not elsewhere specified	3,684,000	53.8	200.9
Electrical machinery, apparatus and supplies	11,358,000	181.4	328.1
Foundry and machine shop products	50,951,000	36.1	112.0
Furniture and refrigerators	1,595,000	49.0	66.0
Gas and electric fixtures and lamps and reflectors	974,000	48.9	71.2
Hosiery and knit goods	4,051,000	37.0	107.0
Iron and steel, steel works and rolling mills	58,752,000	52.7	82.0
Leather and leather goods	1,462,000	61.2	535.7
Liquors, malt	6,528,000	27.4	63.8
Lumber and timber products	4,916,000	22.3	28.7
Millinery and lace goods	1,150,000	*4.6	882.8
Paint and varnish	10,093,000	64.4	172.8
Patent medicines and compounds, and druggists' preparations	2,140,000	111.9	402.3
Printing and publishing	14,099,000	46.3	129.6
Slaughtering and meat packing	24,737,000	43.9	133.0
Stoves and furnaces, including gas and oil stoves	8,621,000	73.2	186.9
Tobacco manufactures	2,666,000	*3.7	39.1

*Decreases.

LAKE SUPERIOR IRON ORE PRODUCT

Year	Total Shipments	Received in Cleveland District*		All Other Ports
	Gross Tons	Gross Tons	Per Cent	Per Cent
1876	992,764	309,555	31.18	68.82
1877	1,015,087	724,119	71.33	28.67
1878	1,111,110	704,586	63.41	36.59
1879	1,375,691	747,432	54.33	45.67
1880	1,908,745	1,057,577	55.40	44.60
1881	2,306,505	1,204,395	52.23	47.77
1882	2,965,412	1,591,085	53.64	46.36
1883	2,353,288	1,459,257	62.02	37.98
1884	2,518,692	1,608,106	63.85	36.15
1885	2,466,372	1,216,406	50.68	49.32
1886	3,568,022	1,918,394	53.76	46.24
1887	4,730,577	2,956,394	62.49	37.51
1888	5,063,693	3,068,465	60.60	39.40
1889	7,292,754	4,454,934	61.09	38.91
1890	9,012,379	5,499,080	61.02	38.98
1891	7,062,233	3,823,003	54.13	45.87
1892	9,069.556	5,562,651	61.33	38.67
1893	6,060,492	4,064,638	67.06	32.94
1894	7,748,932	4,902,474	63.26	36.74
1895	10,429,037	6,400,761	61.37	38.63
1896	9,934,828	6,166,236	62.07	37.93
1897	12,457,002	7,354,828	59.04	40.96
1898	14,024,673	8,183,015	58.34	41.66
1899	18,251,804	11,278,611	61.79	38.21
1900	19,121,393	11,865,000	62.05	37.95
1901	20,589,237	12,896,234	62.63	37.37
1902	27,571,121	16,982,545	61.59	38.41
1903	24,281,595	15,005,089	61.79	38.21
1904	21,822,839	13,425,922	61.52	38.48
1905	34,353,456	22,047,000	63.88	36.12
1906	38,522,239	23,738,146	61.62	38.38
1907	39,594,944	24,952,468	63.02	36.98
1908	25,943,646	15,856,860	61.12	38.88
1909	41,683,873	25,647,250	61.52	38.48
1910	42,620,201	26,151,861	61.33	38.67
1911	32,130,411	21,465,463	66.81	33.19
1912	47,435,836	29,494,478	62.38	37.62
1913	49,160,431	30,682,992	62.43	37.57
1914	32,021,897	20,338,098	63.51	36.49
1915	46,318,804	29,409,668	63.49	36.51
1916	64,734,198	38,926,930	60.13	39.87
1917	62,498,901	34,200,642	54.72	45.28

*Includes Cleveland, Ashtabula, Conneaut, Fairport and Lorain.

Giant Iron Ore Conveyors Unloading Great Lakes Freighter

Rose Building

Schofield Building

Cleve. Electric Ill. Co. Building

Rockefeller Building

Representative Office Buildings of Cleveland

Guardian Building

Garfield Building

Hippodrome Building

Williamson Building

Representative Office Buildings of Cleveland

BANKING STATEMENT

Of National and Savings Banks Combined

Year	Capital Only	Surplus and Undivided Profits	Deposits	Total	Clearings
1887	$8,515,000	$3,506,216	$36,276,731	$48,297,947	$163,043,775
1888	8,560,000	3,841,788	40,452,531	52,854,319	164,335,988
1889	8,762,500	4,249,426	47,011,020	60,022,946	198,272,121
1890	10,019,460	4,722,027	51,951,960	66,693,447	264,470,453
1891	11,973,500	5,759,701	56,963,627	74,696,828	264,000,372
1892	13,194,300	5,508,778	65,838,434	84,541,512	296,577,748
1893	13,342,347	6,509,995	60,603,241	80,455,583	267,885,797
1894	13,487,740	6,504,130	67,812,921	87,704,791	244,978,503
1895	14,628,900	6,680,357	69,756,562	91,065,819	299,784,645
1896	15,385,300	7,115,320	73,716,081	96,216,701	299,397,076
1897	15,659,250	7,399,872	87,272,585	110,331,707	317,454,607
1898	15,339,000	7,242,407	110,396,037	132,977,444	389,054,790
1899	16,283,750	7,893,082	129,108,327	153,285,159	518,638,767
1900	18,690,000	9,479,889	145,108,688	173,287,577	656,963,262
1901	24,770,350	13,267,484	164,565,780	202,603,614	702,958,642
1902	24,848,600	14,208,256	175,244,369	214,301,225	762,604,186
1903	25,278,887	14,030,533	181,225,473	221,534,893	802,198,631
1904	*21,052,913	13,686,162	194,727,517	229,466,592	694,092,849
1905	20,736,263	15,297,773	219,674,981	255,709,017	774,678,268
1906	21,361,613	17,898,035	232,788,350	272,047,998	837,548,334
1907	21,994,513	19,510,315	230,737,583	272,242,411	897,170,783
1908	20,655,925	18,791,247	228,716,702	268,173,874	729,846,710
1909	20,576,600	18,655,160	243,678,524	282,910,284	876,816,091
1910	20,777,225	19,721,999	258,738,416	299,237,640	1,000,857,952
1911	20,784,400	20,910,789	272,229,030	313,924,219	1,012,557,805
1912	22,788,250	23,356,686	292,284,053	338,428,989	1,150,397,652
1913	24,881,600	23,969,277	314,770,000	363,620,877	1,275,501,014
1914	23,485,400	24,413,018	318,054,362	342,467,381	1,237,568,572
1915	23,710,400	25,935,759	388,398,337	414,334,096	1,551,649,078
1916	24,910,400	30,751,159	488,563,735	544,225,294	2,473,916,082
1917	26,982,337	31,470,863	522,229,391	580,682,591	3,730,204,000

*Decrease in capital since 1904 is due to consolidations.

City Hall, Cleveland

St Agnes
Roman Catholic Church

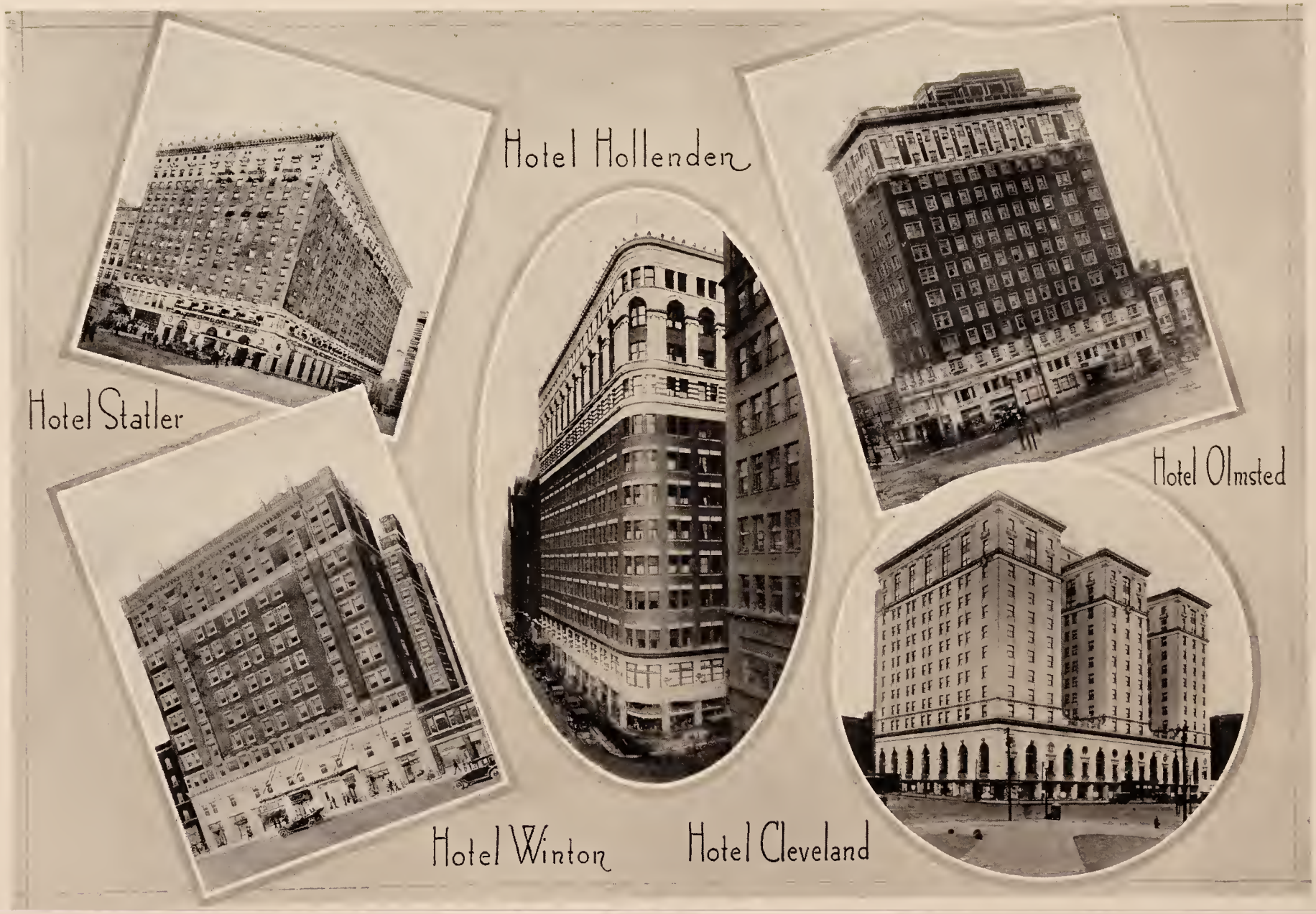
Trinity Cathedral
Protestant Episcopal

East End
Baptist Church

Epworth Memorial
M·E·Church

Euclid Ave.
Presbyterian
Church

Representative Church Structures of Cleveland



Representative Hotels of Cleveland

COMPARATIVE STATISTICAL SUMMARY OF CLEVELAND

1907-1917

	1907	1917	Increase	Per Cent of Increase
Population to April 15th	§472,368	§687,475	215,107	45.5
Area (square miles)	41.16	56.65	15.49	37.6
Assessed valuation, real property	‡$176,819,230	°$747,785,510	$570,966,280	322.9
Number of establishments	*1,616	†2,346	730	45.2
Capital invested in manufacturing	*$156,321,000	†$312,967,444	$156,646,444	102.1
Value of manufactured products	*$171,924,000	†$352,531,109	$180,607,109	105.1
Factory payroll	*$ 41,749,000	†$ 92,909,888	$ 51,160,888	122.5
Receipts of iron ore (Cleveland district)	¶ 24,952,468	¶ 34,200,642	¶ 9,248,174	37.0
Banking capital	$ 21,994,513	$ 26,982,337	$ 4,987,824	22.6
Bank deposits	$230,737,583	$522,229,391	$291,491,808	126.3
Banks, surplus and undivided profits	$ 19,510,315	$ 31,470,863	$ 11,960,548	61.3
Bank clearings (Cleveland Clearing House Assn.)	$897,170,783	$3,730,204,000	$2,833,033,217	315.7
Building construction (estimated cost)	$ 15,888,407	$ 30,483,750	$ 14,595,343	91.9
Street railway—number of passengers carried	136,252,561	398,378,894	262,126,333	192.4
Street railway—miles of track operated	245.05	384.36	139.31	56.8
Number of trunk line railroads	7	7	.....	....
Number of interurban railroads	5	6	1	20.0
Public schools—number	88	116	28	31.8
Public schools—teachers	1,823	3,017	1,194	65.5
Public schools—scholars (elementary)	63,064	91,983	28,919	45.9
Public schools—cost of instruction	$ 1,582,773	$ 3,213,805	$ 1,631,032	103.0
Senior High School Pupils (including Normal School)	5,253	10,191	4,938	94.0
Junior High School Pupils	.....	5,236	5,236	....
Parochial Schools	45	58	13	28.8
Parochial School Pupils	18,711	32,181	13,470	72.0
Number of parks, playgrounds and boulevards	29	52	23	79.3
Acreage of public parks and playgrounds	1,692	2,420	728	43.0
Miles of streets	651	917	266	40.9
Miles of paved streets	328	603	275	83.8
Miles of sewers	507.79	791.93	284.14	55.9
Water—daily capacity of waterworks (gallons)	115,000,000	260,000,000	145,000,000	126.1
Water—daily average consumption (gallons)	58,880,350	103,882,227	45,001,877	76.4

§ Estimated by U. S. Census Bureau Method.
† 1914 (Last U. S. Census of Mfrs.)
* 1904
‡ 60% basis
° 100% basis.
¶ Gross tons.

Latest Available Statistics, Jan. 1, 1919
Population (estimated), 869,831.
Bank Resources, $611,716,362.56.
Bank Clearings (1918) $4,339,779,431.84.
Bank Deposits, $516,490,289,24.

On the Boulevards of the Cleveland Park System

Proposed Union Passenger Terminal Now Building on Public Square, Cleveland

New Passenger Terminals for Great Lakes Steamers, Cleveland

Officers and Directors of

THE CLEVELAND CHAMBER OF COMMERCE

1918-1919

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F. W. Ramsey . . . . . 1st Vice President
Paul L. Feiss . . . . . 2nd Vice President
F. H. Goff . . . . . Treasurer
Munson Havens . . . . . Secretary

E. E. Allyne
Amos N. Barron
Alva Bradley
E. S. Burke, Jr.
Alvah S. Chisholm
E. C. Henn
John G. Jennings
Arch C. Klumph
J. R. Kraus
Minot O. Simons

Hundreds of Acres of Well-kept Parks in Cleveland and No "Keep-off-the-Grass" Signs

Officers and Executive Committee

THE MANUFACTURERS AND WHOLESALE MERCHANTS BOARD OF THE CLEVELAND CHAMBER OF COMMERCE

1918-1919

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A. R. Warner . . . . . Vice President
J. C. McHannan . . . . . Treasurer
Saml. R. Mason . . . . . Secretary

George W. Barnes
E. A. Dodd
C. L. Fish
Louis N. Gross
Magnus Haas
E. T. Holmes
H. E. Hulburd
R. S. Joseph
W. H. Kelly
H. M. Lucas
George H. Miller
Hunter Morrison

Munson Havens, Ex-officio
Edward Bower, Ex-officio

Foreign Trade Committee

THE CLEVELAND CHAMBER OF COMMERCE
1918-1919

A. E. Ashburner (Chairman) — William Wayne Chase (Vice Chairman)

Charles C. Chopp
E. R. Fancher
A. Ward Fenton, Jr.
F. K. Fetters
D. W. Frackelton
Davis Hawley, Jr.
E. P. Lenihan
G. E. Morgan
Phil T. Pastoret
F. L. Roberts
L. P. Sawyer
H. F. Seymour, V. P.
W. J. Urquhart
J. C. Wallace
A. R. Warner